(c) This would be known as and when project gets completed depending upon availability of resources in the coming years.

Theft and corruption cases in Nagpur Railway Division

3625. SHRI R.S. GAVAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have investigated into the cases of theft and corruption involving crores of rupees, taking place in Nagpur Division of Central Railway, during the last two years;

(b) if so, the outcome thereof;

(c) whether the higher officials of GRP have been found involved in the cases;

(d) if so, the details thereof; and

(e) the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) Disciplinary action has been initiated against five members of RPF for corrupt activities and negligence.

(c) No, Sir.

(d) and (e) Do not arise.

Trains and facilities at Saharanpur Railway Station

3626. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) what are the names of Mail and Express trains dealt with on Main Platform No. 4, during the 24 hours, at Saharanpur Railway Station;

(b) what are the specific reasons for not placing/starting of trains like Shatabdis and Superfast trains on Main Platform No. 4, at the above station.

(c) whether it is a fact that passenger facilities like bathroom, retiring room, waiting room, refreshment room, catering stall, etc. have been provided at the above station; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) A Statement enclosed. (*See* below).

(b) Shatabdi Express is running between Dehradun & New Delhi and requires reversal of locomotive at Saharanpur. Since this involves shunting it has to be admitted on Platform No. 2 where the facility of engine escape line exists which is unavailable on Platform No. 4. However, Superfast trains like 2318 Amritsar-Sealdah Express, 2320 Amritsar-Asansol Express and 2904 Golden Temple Mail superfast trains are being dealt with at Platform No. 4.

(c) and (d) Yes, Sir. There are 8 bathing cubicles, 16 lavatories, 9 Urinals, 4 retiring rooms, waiting room of 35 sqm with 2 lavatories & 1 Urinal, 1 refreshment room of area 48 sqm., 10 Tea / Refreshment Stalls and 28 Trolleys/Trays.

Statement

At present, the following trains are being dealt with a Platform No. 4 at Saharanpur in 24 hours:

1. 8238 Chhattisgarh Express
2. 3050 Amritsar-Howrah Express
3. 3006 Amritsar-Howrah Mail
4. 3308 Ganga Sutlej Express
5. 330 Amritsar-Dehradun Fast Passenger
6. 4888A Jodhpur-Haridwar Link Express
7. 3152 Jammu Tawi-Sealdah Express
8. 4646 Shalimar Express
9. 3074 Himgiri Express
10. 5652 Lohit Express
11. 5088 Jammu Tawi-Gorakhpur Express
12. 5098 Jammu Tawi-Barauni Express
13. 306 Ambala-Delhi Passenger
14. 4682 Jalandhar-New Delhi Express
15. 2318 Amritsar-Sealdah Express

16. 2320 Amritsar-Asansol Express

17. 4712 Sriganga Nagar-Haridwar Express

18. 5210 Amritsar-Barauni Jansewa Express

19. 5212 Amritsar-Darbhanga Jansewa Express

20. 304 Kalka-Delhi Passenger

21. 9020 Dehradun-Bandra Express

22. 4512 Saharanpur-Allahabad Express

23. 1 DS Delhi-Saharanpur passenger

24. 2904 Golden Temple Mail

Halt of trains at Vasundhara (Ghaziabad)

3627. MISS FRIDA TOPNO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had a proposal to sanction halt of up and down trains passing through Vasundhara (Ghaziabad) to provide trains facilities to local people;

(b) if so, the details thereof;

(c) by when Government are likely to announce halt in that area; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (d) The proposal for opening of a halt station at Vasundhara between Sahibabad and Ghaziabad stations has been examined and the same has not been found justified both financially and operationally.

Categorisation of TTEs. as Running Railway Staff

3628. SHRI H.K. JAVARE GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of guidelines to treat Railway Employees as Running Staff, stating whether Running Staff was the creation of British Raj;

(b) whether it is a fact that Travelling Ticket Examiners (TTEs.) are not considered as running staff even after 54 years of independence, while other